



# City of Seattle

Gregory J. Nickels, Mayor

**Seattle Transportation**  
Grace Crunican, Director

15 February 2002

*Seattle  
Bicycle Advisory  
Board*

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Rebecca Slivka  
Barbara Van de Fen

Jon Layzer  
City of Seattle—Strategic Planning Office  
600 Fourth Avenue, Suite 300  
Seattle, WA 98104

Re: Board's Advisory on Draft Final Report of the University Area Transportation Study

Jon,

Thank you for the opportunity to comment on this important Study. While we applaud the SPO's attempts to improve traffic flow in the University Area and are pleased with many of the recommendations, some of the proposals in the UATS report would significantly hamper safety and usability for bicyclists.

We are also disturbed that though many of the most serious complaints included in this letter were brought to the attention of an SPO representative at a Seattle Bicycle Advisory Board meeting in late 2001, we see no evidence of those comments in the Final Draft. Other members of the bicycling community have raised similar concerns to the SPO, none of which appear to have been addressed. We are very concerned that these written comments be taken seriously and that the SPO has given itself enough time to revise the UATS before publishing a final report.

Major problem areas in the draft report:

- ✓ Eastlake/Campus Parkway/40th: While the intersection at the north end of the University Bridge needs some improvements, the draft proposal would make it significantly worse for bicyclists.
- ✓ Montlake Blvd/Pacific: The proposal attempts to "fix" a non-existent problem for bicyclists by making it much more difficult to connect the Burke-Gilman Trail and the Montlake Bridge. As currently designed, the proposed changes in this intersection benefit motor vehicles at the expense of bicyclists and pedestrians.

The Seattle Bicycle  
Advisory Board shall  
advise the City Council,  
the Mayor, and all  
departments and offices of  
the City on matters related  
to bicycling, and the impact  
which actions by the City  
may have upon bicycling;  
and shall have the  
opportunity to contribute to  
all aspects of the City's  
planning processes insofar  
as they relate to bicycling.

City Council Resolution 25534



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- ✓ BGT crossing at 30<sup>th</sup> NE & NE Blakely: Here is another case of trying to “fix” something that is not broken. The design in this case would delay bicyclists using the BGT and cause more conflicts with automobiles at a proposed intersection that would not even be level.
- ✓ The report spends many pages detailing counts, forecasts, and mobility issues for motor vehicles, but there is limited discussion of pedestrians, and even less of bicyclists.

Detailed comments about these specific items, and many others, are included in the attached document. If you have any questions, we would be happy to meet and clarify our comments. We hope and expect that the SPO will take our concerns seriously and include them in the final UATS report.

Thank you,

Rebecca Slivka